

Central Avenue (MD 214) on the south, and Landover Road on the east. Rail transit service to and from Washington DC to the study corridor is available on the Metrorail Blue Line, provided by the Washington Metropolitan Area Transit Authority (WMATA). Existing traffic is primarily carried by Central Avenue (MD 214) and I-95/I-495 (the Capital Beltway) with high traffic volumes and poor level-of-service at many of the signalized intersections along Central Avenue and along major portions of the Capital Beltway.

The proposed Metrorail Extension will provide rail transit service to the rapidly developing areas in the Largo Town Center. The proposed extension will also support economic development while contributing to higher transit use to and from Washington, DC employment centers. This increased transit ridership will improve cross-county public transportation and help achieve regional clean air goals.

IV. Alternatives

Transportation alternatives proposed for consideration in the project area include: (1) The No-Build option, under which the existing and programmed bus, rail, and roadway improvements in the study area would be assumed to be implemented; (2) a Transportation Systems Management (TSM) alternative which consists of increased coverage of the bus service network; and (3) the Metrorail Extension from the Addison Road Metrorail Station to Largo Town Center, a three mile (4.8 kilometer), two station addition to the region's rail transit system. Options to mitigate adverse impacts and to support local land use will be considered.

V. Probable Effects

The FTA and MTA plan to evaluate in the EIS significant social, economic and environmental impacts of the alternatives under consideration. Among the primary issues are the expected increase in transit ridership, the expected increase in mobility for the corridor's transit dependent, the support of the region's air quality goals, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding agencies. The environmental and social impacts proposed for analysis include: Land use and economic activity, displacements and relocations, neighborhoods, visual conditions, traffic, air quality, noise and vibration, ecosystems, water resources, hazardous waste disposal/neutralization, parklands, soils/geology/topography,

historic, cultural and archaeological resources, and energy impacts. These impacts will be evaluated both for the construction period and for the long-term operation of each alternative.

VI. FTA Procedures

In accordance with federal transportation planning regulations (23 CFR Part 450), the draft EIS will be prepared to include an evaluation of the social, economic and environmental impacts of the alternatives. The DEIS will be performed concurrently with Preliminary Engineering. On the basis of the public and agency comments received on the DEIS, the MTA Administrator in concert with the Secretary of the Maryland Department of Transportation (MDOT) and in consultation with Prince George's County, MWCOC, WMATA, M-NCPPC, and other affected agencies, will select a preferred alternative. Then MTA, as lead agency, will continue with further Preliminary Engineering and preparation of the Final EIS. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: February 23, 1996.

Sheldon A. Kinbar,

Regional Administrator.

[FR Doc. 96-4691 Filed 2-28-96; 8:45 am]

BILLING CODE 4910-57-P

National Highway Traffic Safety Administration

Fatal Accident Reporting System Users Meeting

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Meeting announcement.

SUMMARY: This notice announces a public meeting at which NHTSA will conduct a Fatal Accident Reporting System (FARS) Users meeting. The users are those members of the highway safety community that analyze data from the Fatal Accident Reporting System.

DATES AND TIME: The meeting is scheduled to begin at 9:30 a.m., on Thursday, March 7, 1996 and conclude at 3:00 p.m., on Thursday, March 7, 1996.

ADDRESSES: The meeting will be held in Rooms 6244-48 of the U.S. Department of Transportation Building, which is located at 400 7th Street SW., Washington, DC.

SUPPLEMENTARY INFORMATION: NHTSA intends to review the currently collected data elements in FARS and identify new

and additional elements that would help support the highway safety community. The attendees will be able to provide information and recommendations to NHTSA on data elements that could be collected in FARS and would support their analytic efforts for the highway safety community.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the meeting coordinator.

FOR FURTHER INFORMATION CONTACT:

Charles J. Venturi, Fatal Accident Reporting System Branch, Chief, National Center for Statistics and Analysis, 400 7th Street SW., Washington, DC 20590, Telephone (202) 366-4709. Internet—Cventuri@NHTSA.DOT.GOV

Issued: February 23, 1996.

William A. Boehly,

Associate Administrator for Research and Development.

[FR Doc. 96-4667 Filed 2-28-96; 8:45 am]

BILLING CODE 4910-59-M

Surface Transportation Board¹

[Docket No. AB-6 (Sub-No. 370X)]

Burlington Northern Railroad Company—Abandonment Exemption—Between Mesa and Basin City, Franklin County, WA

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board exempts from the prior approval requirements of 49 U.S.C. 10903-04 the abandonment by Burlington Northern Railroad Company of its 11.20-mile line located between milepost 0.00, near Mesa, and milepost 11.20, near Basin, in Franklin County, WA. The exemption is subject to environmental, endangered species, and standard employee protective conditions.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to former sections of the statute, unless otherwise indicated.